

OUR JOBBING DEPARTMENT
HAVING been REPLEN-
ISHED with a large as-
sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
patience and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

The China Mail.

Established February, 1845.

THE HONGKONG CHINESE MAIL.
報日字華港香
(Hongkong Wa Tsui Yat Po.)
ISSUED DAILY.
CRUZ UN MAN,
Manager and Publisher
SUBSCRIPTION:
Per Dollar a year, deliverable in Hong
kong. One dollar \$1.00 per annum,
including postage.

Price, \$2.50 per month.

No. 10,365

號二月五六年九百八十一英

HONGKONG, TUESDAY, MAY 12, 1896.

日十三年三月

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALDOP, 11 & 12, Clement's Lane, Lombard Street, E.C.; GEORGE STREET & CO., 30, Cornhill, GONDON & GORCH, Ludgate Circus, E.C.; BATES & CO., 37, Walbrook, E.C.; SAMUEL DEACON & CO., 150 & 151, Leadenhall Street; W.M. WILLIS, 151, Cannon Street, E.C.; ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE:—MAYENCE, FAVER & CO., 18, Rue de la Grange Bateliere.

NEW YORK:—J. STUART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORCH, Melbourne and Sydney.

CEYLON:—W.M. SMITH & CO., THE APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., Singapore.

CHINA:—Mazza, A.A. de CRUZ, Amoy, N. MAZZI & CO., LIMITED, Foochow; HEDD & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.
RESERVE FUND.....\$6,750,000.
RESERVE LIABILITY OF.....\$10,000,000.

COUNCIL OF DIRECTORS:—
A. MCGRATH, Esq., Chairman.
S. C. MICHAELSEN, Esq.—Deputy Chairman.

Hon. J. J. BELL-IRVING, Esq.; D. R. SASSON, Esq.; G. B. DODWELL, Esq.; R. SHAW, Esq.; M. D. ESKELEN, Esq.; N. A. STEPHENS, Esq.; R. M. GRAY, Esq.

CHIEF MANAGER:—
Hongkong—T. JACKSON, Esq.

MANAGER:—
Shanghai—J. P. WADE GARDNER, Esq.;
London Bankers—London and County
Banking Co., Ltd.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2
per cent. per annum on the daily balance.
On FIXED DEPOSITS:—
For 3 months 2½ per cent. per annum.
" 6 " 3½ " "
" 12 " 4 " "
T. JACKSON,
Chief Manager.

Hongkong, February 15, 1896. 368

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORA-
TION. Rules may be obtained on ap-
plication.

INTEREST on deposits is allowed at
8½ PER CENT. per annum. Depositors
may transfer at their option balances of
\$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 4 PER CENT. per
annum.

For the Hongkong and Shanghai
Banking Corporation, —
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1896. 1515

THE NATIONAL BANK OF CHINA,
LIMITED.

AUTHORIZED CAPITAL.....£1,000,000.
SUBSCRIBED CAPITAL.....£500,000.

HEAD OFFICE—HONGKONG.

Court of Directors:—
D. GILLIES, Esq.; H. STOUTERHOFT, Esq.;
CHAN, KING-SHAN, Esq.;
CHOW TUNG SHAN, Esq.

KWAN HOI CHUN, Esq.,
Chief Manager.
Geo. W. F. PLAYFAIR,
Interest for 12 months Fixed 5%.

Hongkong, October 23, 1894. 1711

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL.....£1,500,000.
SUBSCRIBED CAPITAL.....£1,125,000.
PAID-UP.....£652,500.

Bankers
LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at
the rate of 2½ per cent. on the Daily
Balance.

ON NEW FIXED DEPOSITS:—
For 12 Months.....4%
For 6 Months.....3½%
For 3 Months.....2½%

J. W. R. TAYLOR,
Manager, Hongkong.

Hongkong, May 5, 1896. 223

THE CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP.....£800,000.
RESERVE LIABILITY OF SHARE-
HOLDERS.....£300,000.
RESERVE FUND.....£325,000.

INTEREST allowed on Current Account at
the rate of 2% per annum on the
Daily balance.

On Fixed Deposits for 12 months 4%
" 6 " 3½%
" 3 " 2½%

T. H. WHITHEAD,
Manager.

Hongkong, September 16, 1896. 846

TERMS VERY MODERATE.

Consultation Free.

WATTS & CO.

Swanson & Crawford & Co.

FURNISHING DEPARTMENT.

WE are now showing an ENTIRELY NEW STOCK
OF SUMMER CURTAINS and CURTAIN MATERIALS in the

LATEST DESIGNS and COLOURINGS.
TINTED MADRAS MUSLINS.

PLAIN MADRAS MUSLINS.

FIGURED MUSLINS.

PRINTED MUSLINS.

ART MUSLINS.

LACE AND MUSLIN CURTAINS.

WASHING REVERSIBLE CRETTONNES.

The above are entirely different to anything yet seen in

Hongkong.

An inspection is invited.

Lane, Crawford & Co.

Hongkong, May 9th, 1896. 963

NEW GOODS.

WE ARE NOW SHOWING
SPRING AND SUMMER DRESS GOODS.

FRENCH LAWNS, CAMBRICS, ZEPHYRS, ETC.

PRETTY BLOUSE MATERIALS.

ALL AT REDUCED PRICES.

HONGKONG TRADING CO.,
Nos. 1, 3 and 5, D'AGUILAR STREET.

Hongkong, April 21, 1896. 843

GRAND BILLIARD TOURNAMENT

at the
HONGKONG HOTEL,

To commence

ON THE 15th INST.

THREE PRIZES:—

GOLD KEYLESS WATCH.

GOLD SCARF RING.

GOLD PENCIL CASE.

959

W. BREWER & CO.

FROM FAR FORMOSA—MCKAY.

FAR EASTERN QUESTION—CHIROL.

SOCIAL EVOLUTION—KIDD.

DEGENERATION—MAX NORDAU.

BOXES OF WATER COLOURS, Large Variety.

POLICE WHISTLES, SYREN WHISTLES.

YOUNG ARTIST'S CRAYON BOX.

NEW STOCK OF BROWN AND BLACK SHOES AND BOOTS.

CHEAP BUFF ENVELOPES, \$1.50 per 1000.

CHEAP WHITE ENVELOPES, \$1.75 per 1000.

BEST QUALITY ENGLISH TENNIS BATS, from \$5 each.

952

W. POWELL & CO.

HAVE RECEIVED A PRETTY ASSORTMENT

OF

NEW VEILING NETS.

WHITE—WHITE AND BLACK—BLACK AND WHITE—BROWN AND

WHITE—BLACK—BROWN—NAVY, &c., &c.

W. POWELL & CO.

Hongkong, May 2, 1896. 925

Apollinaris

"THE QUEEN OF TABLE WATERS."

More wholesome than any
aerated water which Art can

supply."—THE TIMES.

SOLE AGENTS:

CARLOWITZ & CO.,

HONG KONG, SHANGHAI, CANTON, TIENSIN, AND HANKOW.

1126

AQUARIUS

A Pure TREBLE DISTILLED Water.

THE PUREST, CHEAPEST AND MOST PALATABLE

TABLE WATER OFFERING.

Allowance for
Per 1 doz. Quarts.....\$1.75. Empties.....\$1.25.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, DJIBOUTI,
EGYPT, MARSEILLES,
MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE AND BORDEAUX;

ALSO

PORTS OF BRAZIL & RIVER PLATE.

TO-MORROW, the 13th day of May, at Noon, the Company's Steamship SAGHAIEN, Commandant Le Galt, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via Ports of Call, without transhipment.

Cargo and Specie will be registered for Louren as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted to Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 12th May. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. TOURNARE,

Acting Agent.

Hongkong, May 12, 1896. 803

STEAM FOR

STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship RAVENNA, Captain E. STREET, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &c., on THURSDAY, the 21st May, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the Steamship SHANNON, leaving that port on the 12th JUNE, for LONDON Direct).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed mid-Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

H. A. RITCHIE,

Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 7, 1896. 957

To-day's Advertisements.

CLERK (EUROPEAN) requires Engage-
ment; thorough BOOK-KEEPER.

Apply to

D. China Mail Office.

Hongkong, May 12, 1896. 951

PUBLIC AUCTION

OF

VALUABLE AND USEFUL
HOUSEHOLD FURNITURE,
FINE CANTON BLACKWOOD,
BIKES, &c.

THE Undersigned has received instruc-
tions to sell by Public Auction, on
SATURDAY,

the 16th May, 1896, commencing at 2.30 p.m. at the Undersigned's Sales Rooms,
Duddell Street, -.

A QUANTITY OF
VALUABLE AND USEFUL
HOUSEHOLD FURNITURE,
comprising:-

ONE DRAWING ROOM SUITE in CRIMSON
PLUSH, ONE DUITO in BLUE PLUSH (both
New), BEVELLED OVER-MANTELS, MAR-
BLETOP and FANCY TABLE and CHAIRS,
WRITING TABLE and DESKS, CLOCK
ORNAMENTS, FENDERS, ONE COTTAGE
PIANO, CARPETS, mostly NEW, CURTAINS,
&c., &c.

A FINE LOT OF
SUPERIOR CANTON BLACKWOOD,
comprising:-

CURIO-STAND, LADY'S DESK, SIDE-TABLE,
TEAPOTS, JARDINIERES, STOOLS, &c.

SEVERAL SIDEBOARDS with GLASS BACKS,
DINING TABLES, CANE-SEAT and MOROCCO
CHAIRS, DINING WAGONS, DINNER and
DESSERT SERVICES ELECTRO-PLATE and
GLASS-WARE, CUTLERY, PANTRY REQUISITES,
COOKING STOVES.

ONE BRASS BEDSTEAD and MATTRESSES,
SEVERAL IRON and BRASS-MOUNTED BED-
STEADS and MATTRESSES (New), SINGLE and
DOUBLE WALDBEDS, with Bevelled Glass
and Plain, MARBLETOP BUREAU, with
Bevelled Glass, MARBLETOP WASHSTANDS, and
DRESSING TABLES, SEVERAL NEW TO-
LETS-SISTS, SUNDEY BEDROOM FURNITURE,
and BATHROOM REQUISITES.

One New Five Foot BILLIARD CLOTH,
One New PREMIER COVENTRY-MADE
BICYCLE, with PNEUMATIC TIRES and
LATEST IMPROVEMENTS (Complete),
&c., &c., &c.

Catalogues issued prior to the Sale.
On View from Friday, the 16th May.

TERMS OF SALE.—As customary.

GEO. P. LAMMERT,

Commissioner.

Hongkong, May 12, 1896. 952

To-day's Advertisements.



GOVERNMENT BILLS.

TENDERS for SPECIE, Mexican Dollars, current in this Colony, and weighing 7.17, in Exchange for STERLING BILLS, drawn at 10 days' sight on the Lord Commissioners of HER MAJESTY'S TREASURY, LONDON, will be RECEIVED by the CHIEF PAYMASTER, Army Pay Department, until 11 a.m., on FRIDAY, the 16th Instant.

The Tenders to state the Total Amount required (in Pounds Sterling), and the Amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in Duplicate, and in Seal Covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved.

WILLIAM L. BARR,

COLONEL,
Chief Paymaster, China.

HER MAJESTY'S TREASURY OFFICE,
Quarry Road,
Hongkong, 12th May, 1896. 980

NOTICE.

IT appears to the Undersigned desirable that the opinion of the BRITISH CIVIL UNOFFICIAL COMMUNITY of the Colony should be ASCERTAINED on the SUBJECT of the COMPOSITION of the SANITARY BOARD and submitted for the consideration of HIS EXCELLENCY THE GOVERNOR.

THE MOST IMPARTIAL METHOD appears to be that of Secret Ballot, and it is proposed to place for that purpose Two Properly-Screened BALLOT BOXES at the CITY HALL, on FRIDAY and SATURDAY, the 15th and 16th Instant, between the hours of 4.30 and 7.30 p.m.

All Male British Subjects over the age of 21 resident in the Colony, those in the Service of the Imperial and Colonial Governments excepted, are hereby invited to record their votes at the times and place above-mentioned.

Captain W. C. H. HASTINGS and Mr. A. CONON have consented to Act as SCRUTINEERS of the Ballot, and the other will be labelled "UNOFFICIAL MAJORITY," and the other will be labelled "OFFICIAL MAJORITY."

The result of the Ballot will be published.

(Sgt.) G. P. CHATER,

T. H. WHITEHEAD,

N. J. EDGAR,

T. JACKSON,

A. MOONACHIE,

J. J. FRANCIS.

Hongkong, May 12, 1896. 983

STEAMSHIP SYDNEY.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNMENT of Cargo from London ex S.S. ORTEGA and CAMBRIDGE, and from BORDEAUX ex S.S. NANTES BORDEAUX and FEUDRIE MOREL, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risks into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWNS COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on, unless information is received from the Consignees before Noon To-day (Tuesday), the 12th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 10th Instant, at Noon, will be subject to rent, and landing charges.

All claims must be sent in to me on or before TUESDAY, the 19th Instant, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 19th Instant, at 3 p.m.

No fire insurance has been taken.

O. TOURNAIRE,

Acting Agent.

Hongkong, May 12, 1896. 977

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.
The Co.'s Steamship

Courier,

Captain PARSONS, will be despatched as above on THURSDAY, the 14th May.

For Freight, apply to

ARNHOLD, KARBERG & CO.,

Agents.

Hongkong, May 12, 1896. 812

FOR SINGAPORE, MARSEILLES,
HAVRE and HAMBURG.

(Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL and BREMEN).

The Steamship Erato, Capt. OSTERMANN, will be despatched for the above Ports on the 19th Instant, at Noon.

For Freight, apply to

SIEMSSSEN & CO.,

Agents.

Hongkong, May 12, 1896. 975

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY and MELBOURNE.

(Calling at PORT DARWIN, QUEENSLAND PORTS and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship Memoria, Captain CRAIG, will be despatched for the above Ports on SUNDAY, the 17th Instant, at daylight, and not previously notified.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of fresh Provisions throughout the voyage.

A Stewardess and a duly-qualified Surgeon are carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, May 12, 1896. 956

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE and YOKOHAMA.

The Steamship Carman, Commander

EVANS, will be despatched for the above Ports at Noon on THURSDAY, the 21st Instant.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, May 12, 1896. 978

Vessels Advertised as Loading.

Destination.	Vessel.	Agents.	Date of Leaving.
Atwip, Borneo & H. I.	Doyle Rickmers (s)	Arnhold, Karberg & Co.	May 28.
Borneo & Ports of Calif.	Karlsruhe (s)	Norddeutsche Lloyd	May 26, at 9 a.m.
London & Hamburg	Cowrie (s)	Arnhold, Karberg & Co.	May 14.
London & Ports of Calif.	Sardeson (s)	Butterfield & Swire	May 15.
London	Ravenna (s)	P. & O. S. N. Co.	About May 21, at noon.
Ceylon	Saghalien (s)	P. & O. S. N. Co.	About May 23.
Nagasaki, Kobe & Yawata	Brindisi (s)	Messageries Maritimes	May 13, at noon.
Nagasaki, Kobe & Yawata	Ernesto (s)	Dowdell, Carlill & Co.	May 21, at noon.
New York	Gerard C. Tobey	Deutsche & Co.	Quick despatch.
Odessa	Optic (s)	Pacific Mail & Co.	May 13, at noon.
Odessa	Optic (s)	Pacific Mail & Co.	May 21, at noon.
Odessa	Optic (s)	Pacific Mail & Co.	Quick despatch.
Odessa	Optic (s)	Pacific Mail & Co.	May 21, at noon.
Odessa	Optic (s)	Pacific Mail & Co.	Quick despatch.
Odessa	Optic (s)	Pacific Mail & Co.	May 21, at noon.
Odessa	Optic (s)	Pacific Mail & Co.	Quick despatch.
Odessa	Optic (s)	Pacific Mail & Co.	May 21, at noon.
Odessa			

THE CHINA MAIL.

It will be seen from an advertisement that a ballot will be taken in the City Hall on Friday and Saturday to ascertain the opinion of the British unofficial residents on the question of the constitution of the Sanitary Board.

The mural tablet to be erected in St. John's Cathedral to the memory of the late Capt. Vesey, who died during the plague of 1896, has arrived, and lies at present in M. T. Sercombe Smith's Chambers at the Supreme Court. The tablet, which cost £25, was purchased with the money subscribed for the Plague Fund. After the cost of erecting the tablet has been paid, the remainder of the Fund is to be paid to the Italian Convent. The tablet is a magnificent piece of workmanship by Messrs. Benham and Froud, Shandon Street, Strand, London. The tablet is of black marble with a brass plate inlaid. The brass plate is nicely carved, and has symbolic representations of the four disciplines, Mathew, Mark, Luke and John at the corners, with a floral decoration all round. The inscription is as follows:—"To the Glory of God and in memory of Captain Cosmo Vesey, 1st Battalion Sherburne Light Infantry, who during the Plague of 1896 lost his life in the service of the public, this memorial is erected by the people of Hongkong. *Aucto Splendens Regno.* Greater love hath no man than that he lay down his life for his friends."

A CANADIAN exchange contains the following telegram from New Westminster, dated April 16, which may be of interest to others besides the Hongkong Volunteer Corps:—Two matches were fired off at Central Park Range this afternoon. The weather was fairly good, and the attendance of spectators more numerous than usual. The more important of the events was that in which ten local men fired in competition with ten members of the Hongkong Volunteer Artillery Company. Of course the contest lacked the zest which the presence of the opposing team would have supplied, but as each team had to fire at its own range the desirable element had been secured. The Rangefire officer for the day was Capt. C. O. Bennett, of No. 5 Co., Fifth Regiment. The amputee for Hongkong was Lieut. W. R. Raymond, of No. 6 Co. Lieut. W. A. de Wolf Smith of No. 4 Co., acted in a like capacity for New Westminster. The scores were as follows:—

200 400 500

	Yds. yds. yds. Td.
Chamberlin	53 33 30 95
R. Wilson	50 32 33 95
Goo. Turnbull	50 34 31 95
J. B. Sharp	50 33 32 98
W. J. Stoney	53 30 28 91
W. J. Coxett	27 31 33 90
A. E. Cotton	30 32 27 89
A. Leslie	25 32 31 88
J. W. Burn	28 29 30 87

233 819 304 916

The advice of scores of the Hongkong team will be awaited with interest.

HONGKONG VOLUNTEER CORPS.
FIELD BATTALION.

The Third Section Competition took place on Saturday, 9th May, at the Police Range. Fifteen members entered, the highest scores being as under:—

	200 yards.	300 yards.	500 yards.	Total
Sgt. Wylie	27	32	22	71
Gunner Gow	24	33	17	54
Berg. Stoker	29	27	24	70
Gunner Stoker	29	27	24	70
Bartram	23	25	25	73
Brown	23	25	26	74

Winner of Score.

LAWN TENNIS.

THE CRICKET CLUB v. THE GARRISON.

Yesterday afternoon the lawn-tennis match between teams from the Cricket Club and the Garrison was played off before a large attendance of spectators. H.E. the Governor was amongst those present. The Band of the Hongkong Regiment played pleasing selections of music during the match. The result was a win for the Cricket Club by 35 games. Scores:—

Bladon	Potts	but Johnston and Dyer	6-4, 6-2
"	"	Knox and Fergusson	6-5, 6-3
Maitland	and Birth	Knox and Fergusson	6-4, 6-2
"	"	"	6-5, 6-0
Gunn	Stoker	"	6-2, 6-0
Smith	Admiral	McDonald and Fergusson	6-3, 6-0
"	"	but Knox and Fergusson	6-4, 6-2
"	"	lost to Dyer and Johnston	6-4, 6-2
Total	21-14		

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

LONDON, May 10, 1896.

THE UNITED STATES AND CUBA.

A Court-Martial held in Havana has condemned the crew of the American filibustering schooner *Competitor* to death. There is great excitement in America, and President Cleveland has informed Spain that the execution of the prisoners, without a civil trial, will be regarded as an unfriendly act. A battalion from Florida has been ordered to be in readiness for an emergency.

THE MATARELES RISING.

The advance of the Imperial troops has been stopped at Matareles, as Earl Grey is of opinion that the revolt is crushed.

GERAL BRITAIN AND THE TRANSVAAL.

Mr Chamberlain, speaking in the House of Commons, said that it was impossible to think of going to war with the Transvaal Republic for the purpose of remedying the grievances of the Uitlanders. The only conceivable chance of war was in the event of the Republic deliberately breaking the terms of the convention of 1884. The first object of the British Government was to preserve its supremacy, and the second, to establish a union between the British and Dutch in South Africa.

(Special to the 'Straits Times.')

FATAL ACCIDENT AT PENANG.

Penang, May 5.

At eleven o'clock last night, there was a fatal accident here. Mr. Playfull, Capt. Playfull's auto, fell down stairs, and was killed.

DEPRESSION IN THE CHINA SEA.

We are favoured by the Spanish Consul with the following telegram:—

'Binondo, 12.5.1896.—10.38 a.m.—A far depression crossed last night the meridian of Manila by the South towards the China Sea.'

The following notice was issued by the Hongkong Observatory:—

On the 12th at 10.30 a.m. There are indications of a depression to the S.W. of Luzon. Since yesterday a sharp fall of the barometer has taken place at Bolinao, where pressure is now about 0.1 inch below the normal. On the S.E. Coast of China pressure has increased and ranges above the average to the extent of 0.1 inch at Hongkong and 0.2 inch at Shanghai. In the N. part of the China Sea strong N.E. winds will probably prevail. The depression in the North seems to be moving Eastward across the Sea of Japan. Forecast: Fresh N.E. winds; fair.

THE COLLISION AT WOOSUNG.

THE SECOND OFFICER'S NARRATIVE.

The following report of the evidence of Mr Arthur Cooper, second officer of the ill-fated *Onoko*, is taken from the *China Gazette*:—We left the wharf at 1.05 a.m. and proceeded down River. Crossing the Keira Channel and just about abreast of the light-ship, swinging on the port bow, we saw the red and white light of a vessel slightly on our port bow. I heard the captain give the order to port, she being still swinging; then hard-a-port, blowing our whistle. Almost immediately after we saw the red light was shut in, and the green light shown. That was the time that the captain blew one whistle. I was on the forecastle deck. A man was on the lookout, the boatswain, carpenter and rest of the crew handy on the forecastle. On blowing the one blast it was immediately answered by two, but it was too late, for we immediately crashed into us, striking her at about 20 or 25 feet from the stem, the ship's striking at an angle as I could judge, of about 45 to 50 degrees receding from the stern of the ship. The angle was immediately increased owing to the two ships swinging together. I was knocked down by a blow from the deck or crane. I immediately jumped up and ran on the bridge. Captain turned round to me quite calmly and said "Cooper, line. I took the lamp from the Telegraph and looked in my watch, and said "2.30, to which I answered "make sure," I answered "2.30, Sir." The vessel which had run into us sank immediately and was lost.

Did you observe what water was hoisted by the Signals at the time?—No.

Did you notice if it was high water or what was the state of the tide?—There was a very strong flood running.

What would you call a strong flood?—I think there was about a 24-foot tide.

Do you know that water is often slack above the low tide while it may be strong outside?—I know there is often slack water near the Telegraph Station, above the light ship.

Supposing you were steering from what slack water into the strong tide what would be the inclination of a ship at right angles to a strong tide?

The President suggested that such questions might be left to an expert who would be called later on.

Captain Whittle:—Were you at any time closer to the Woosung side than the Pheasant Point side?—Not by any means.

How did you know that the helm was being ported seeing you were on the forecastle deck and not on the bridge?—By the helm's head swinging to starboard and by the orders which I heard shortly after myself.

How far would the *Neuchatel's* lights be from you when you heard the order hard-a-port?—200 yards.

Could you see how far from the *Keira* the collision occurred?—I could not tell the distance. I saw the *Kwunshing* when I was in the water.

Do you know if the *Onoko's* engines were slowed at all before the collision?—I could not say, being on the forecastle deck.

Is it correct to say that it was 3 minutes from the time you saw the *Neuchatel's* lights until the collision occurred?—Yes, that is about correct.

Was the *Onoko* on the port helm all that time?—Yes.

You did not see the green light of the *Neuchatel*?—Yes, I saw it immediately after the red light.

You never saw the green light of the *Neuchatel* on your starboard bow?—No, Sir.

By Mr. McNeil:—Can you account for the collision?—I can't say.

How far apart were the two ships at the time of the collision?—Within 3 minutes of the collision?—Yes, my time being taken up by looking at the bridge over the little rail; captain said "she's all right, Cooper." The *Neuchatel's* engine was running along and said "The engines are going full-speed ahead," speaking generally and not to anyone in particular at the time. The captain said "Stop the engines." The captain also tried to stop it, but it was broken. I then ran along to the starboard engine and lifting it up I called "stop the engines." All the men were working a wheel immediately below me. I then went back to the bridge, the *Onoko* having turned over to about 45 degrees immediately after the other vessel had left us. On reaching the bridge all hands got on the rail and held onto the spars to which the awnings were lashed. Some one called out to blow the whistle. I think it was the Captain. I said down on the top of the awning and pulled a long blast till some one called to me to "stop it" which I kept on doing until it gave way; I then climbed back to the rest of them, and Scott, the pilot, sang out "Are there no guns on board?" I said "red ones." The guns are in the saloon and the cartridges in the chief officer's room, which was immersed. The captain then said "Take a cast of the lead." I went down on to the lead stage, standing to my knees in water, and cast the lead, but I got no ground. The captain, chief officer, Scott, the Pilot, and the Chinese pilot, were standing above me when I said "no ground." The vessel passed underneath me and I was sucked down. Whilst under water I got most of my clothes off. At the time of the ship going down I had on seaboots, monkey jacket, overcoat and oilskins. A reel cover came floating towards me. I swam to it and kept turning over and as there was a body inside I cast it ashore. I then tried to swim to Pheasant Point. Something struck me and I was turned towards the Woosung side. The captain then said "Take a cast of the lead." I went down on to the lead stage, standing to my knees in water, and cast the lead, but I got no ground.

Did you believe after the collision that she was in a reasonably safe position?—Yes.

As far as you know that was the opinion of the Captain too?—Yes, or else I don't think he would have said "she's all right."

After the collision until the ship finally sank were you the whole time engaged in obeying orders given to you?—Yes.

How far was the place where you were standing from the bridge?—Eighty yards.

After the collision did you believe the vessel to be quite safely on the ground?—I believed her bow was on the ground and that the tide was turning her stern in would drive her further up.

Did you believe after the collision that she was in a reasonably safe position?—Yes.

As far as you know that was the opinion of the Captain too?—Yes, or else I don't think he would have said "she's all right."

After the collision until the ship finally sank were you the whole time engaged in obeying orders given to you?—Yes.

Were you the officer of the watch?—Yes.

Crossing the bar how was the telegraph?—I cannot say.

When it was broken, when you grasped it, how was it?—It was at slow when I caught hold of the handle. It was broken but I could not move it. I should estimate it was about 10 feet from the ship.

You say none of the crew were about; had they disappeared?—Yes, there were of course some down below because they smashed up the gangway.

You say that the angle at which the ship was lying would have made it impossible to lower some of the boats?—Yes, those on the starboard side.

Can you explain how the telegraph got broken?—By the sunash I suppose. I do not know any more particularly about it.

The President.—With reference to my question about the lifeboats, had you like boats in addition? if so how many?—I only knew of one.

You saw the lights personally yourself?—Yes.

Can you describe by the models exactly the positions of the ships?

It was done so, and described his vessel as having been hugging close round Phasian Point when the *Neuchatel's* lights were seen slightly on the port bow, 2 or 3 degrees. The red light was immediately afterward shut in by the green light showing up from the port bow.

How long do you estimate it was after the collision before the ship sank?—About eight minutes; from eight to ten minutes.

Were there any life-saving apparatus on the ship? if so nine what they were?

Your boats and six life-boats, circular buoys.

How many passengers did you usually carry?—That I could not say, it was so varying.

On this occasion?—Over two hundred.

Did you advise the Captain from your position forward to put the helm astern?—Yes.

(Continued.)

YOU STATED THAT AFTER THE COLLISION YOU

HAVE A LONG BLAST OF THE WHISTLE; HOW

DO YOU SUPPOSE IT WOULD HAVE BEEN HEARD?

I SHOULD THINK BY EVERY STEAMER ROUND.

WHAT SORT OF A NIGHT WAS IT?—A DARK

NIGHT WITH A VERY SLIGHT DRIZZLING RAIN.

WERE IT THICK AND RAINING AT THE TIME OF THE COLLISION?—NO, SIR. IT HAD BEEN SOFT AND UNDERRATED.

IT WAS SOFT AND UNDERRATED.

Intimations.

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Brassey ... 3,601 | Friday | June 5.

Tasman ... 2,519 | Tuesday | June 23.

Victoria ... 3,167 | Saturday | July 11.

Olympia ... 2,668 | Wednesday | July 29.

Brassey ... 3,601 | Sunday | Aug. 16.

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Friday ... 16th May.

Saturday ... 23rd May.

Sunday ... 30th May.

Monday ... 6th June.

Tuesday ... 13th June.

Wednesday ... 20th June.

Thursday ... 27th June.

Friday ... 4th July.

Saturday ... 11th July.

Sunday ... 18th July.

Monday ... 25th July.

TUESDAY, MAY 12, 1896.

THE CHINA MAIL.

Merchant Vessels in Hongkong Harbour.

Inclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Harbour *c*. Shipping or midway between each shore are marked *d*, in conjunction with the figures denoting the sections.

- Section.**
1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Master's Office.
 4. From Harbour Master's to the P. & O. Co.'s Office.
 5. From P. & O. Co.'s Office to Podder's Wharf.
 6. From Podder's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kaito's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name. **Age.** **Captain.** **Flag and Rig.** **Tons.** **Date of Arrival.** **Companies or Agents.** **Destination.** **Remarks.**

Vessel's Name.	Age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Companies or Agents.	Destination.	Remarks.
Steamers.								
Afghan	5	Barton	Brit. str.	1435	Mar. 28	Dodwell, Carrill & Co.		
Afridi	3	Golding	Brit. str.	2354	Mar. 26	Dodwell, Carrill & Co.		
Airis	6	Ellis	Brit. str.	2400	May 7	16 G. b. Liv. ng-ton & Co.		
Albion	5	Witt	Brit. str.	1130	May 11	Chinese		
Ansondale	2	Shaw	Brit. str.	2383	May 12	Mitsui Bussan Kaisha		
Arakawa Maru	4	Shimizu	Japan. str.	1836	May 13	Mitsui Bussan Kaisha		
Argyll	3	Ward	Brit. str.	1860	May 11	Dodwell, Carrill & Co.		
Asloun	3	Murray	Brit. str.	1827	April 20	Shaw & Co.		
Azamor	3	Gibson	Brit. str.	2050	April 1	Bradley & Co.		
Boulang	3	Wallace	Brit. str.	1452	May 11	Gibb, Livingston & Co.		
Bonjodi	8	F. Arquha	Brit. str.	1491	May 9	Gibb, Livingston & Co.		
Bonmohr	2	J. Doutiller	Brit. str.	1935	May 1	Gibb, Livingston & Co.		
Bonnington	5	Wickenden	Brit. str.	1331	Jan. 11	Dodwell, Carrill & Co.		
Brindisi	5	Blue	Front. str.	2356	May 4	P. & O. S. N. Co.		
Caldonien	6	Blue	Front. str.	2213	May 12	Merger Maritime		
Caspia	7	Loud	Brit. str.	924	May 13	Nippon Yusen Kaisha		
Cheung Hye Tong	2	Scott	Brit. str.	1240	May 6	Siemens & Co.		
China	3	Vess	Ger. str.	1057	May 10	Bartender & Swins		
Chow Fa.	2	h. Williamson	Brit. str.	1881	May 9	Chinese		
Okunashan	3	Postvall	Brit. str.	2744	May 10	O. & S. S. Co.		
Ooptic	3	Seely	Brit. str.	315	May 11	Arnold, Karberg & Co.		
Portia	3	Parsons	Brit. str.	1198	May 12	Siemers & Co.		
Daotoku	3	Lussen	Brit. str.	6900	May 12	Canadian Pacific Railway Co.		
Empress of Japan	5	Lee	Brit. str.	1338	April 12	Chinese		
Eko	2	Pali	Brit. str.	764	May 10	Jobson & Co.		
Fescha	3	Wong	Chi. str.	1714	May 10	Jardine, Matheson & Co.		
Germany	5	Endonka	Ger. str.	1821	April 29	Jardine, Matheson & Co.		
Glencrey	3	Frakes	Brit. str.	1416	May 11	Chinese		
Gloucester City	3	Holl	Brit. str.	636	May 6	Douglas Steamship Co.		
Hai-nun	2	Bathurst	Brit. str.	1183	May 11	Douglas Steamship Co.		
Haitan	3	Roach	Brit. str.	1103	May 10	Jackson & Co.		
Holstein	3	Brum	Front. str.	937	May 1	R. M. Bradley & Co.		
Hongkong	3	Bastian	Front. str.	871	April 4	Bradley & Co.		
Independent	3	Ahrenfeldt	Front. str.	1347	May 3	Chinese		
Kiang-nan	3	Rasmussen	Chi. str.	482	May 8	Jardine, Matheson & Co.		
King Alf.	4	Thinn	Nor. str.	1493	May 7	Jardine, Matheson & Co.		
Kating	3	Payne	Ger. str.	1237	May 4	Chinese		
Loyal	3	Lorance	Ger. str.	2014	April 29	O. & S. S. Co.		
Macotto	3	Rosa	Brit. str.	1287	May 11	Gibb, Livingston & Co.		
Memoria	5	Craig	Brit. str.	1311	April 9	Gibb, Livingston & Co.		
Osceango	3	Hawkins	Brit. str.	1591	April 25	Dodwell, Carrill & Co.		
Oriental	2	Troubridge	Brit. str.	764	May 12	Weller & Co.		
Osseheral	2	Reichborn	Norw. str.	2053	May 12	Merger Maritime		
Saghalien	5	Gall	Foch. str.	1137	May 13	Nippon Yusen Kaisha		
Saisuma Maru	5	Summer	Japan. str.	2639	May 12	Fat Hong		
Taichow	2	Jurtis	Brit. str.	892	April 10	Fat Hong		
Tai Lee	3	Schuldt	Ger. str.	828	May 12	Moyer & Co.		
Vindobona	5	Bullen	A-Hun. str.	1150	May 12	Sander & Co.		
Yuenlong	3	Waddilove	Brit. str.	1150	May 12	Yardine, Matheson & Co.		
Sailing Vessels.								
Formosa	3	Orloff	Brit. bgo.	1474	April 2	Ray, Davies		
Garard C. Tobey	2	Shurdon	Amer. bgo.	1300	May 1	Standard Oil Co.		
Glen Galath	2	Lacon	Brit. bgo.	466	Mar. 11	Gilmour & Co.		
Lucile	3	Ballard	Amer. bgo.	1329	Mar. 28	Captain		
Lucy A. Nickell	2	Nichols	Amer. bgo.	1350	Mar. 24	Standard Oil Co.		
Manuel Slagmo	2	Small	Amer. bgo.	1650	April 21	Captain		
Queen Elizabeth	2	Fulton	Brit. bgo.	1707	April 21	Sewan & Co.		
Retriever	3	Walls	Amer. sch.	640	Mar. 26	Siemens & Co.		
Santa Anna	3	Mazzatelli	Italian bgo.	1500	April 26	Weller & Co.		
Sintram	3	Woodridge	Amer. sch.	1500	April 26	Siemens & Co.		
Standish	3	Wilson	Brit. bgo.	776	May 6	Captain		
Velocity	5	Martin	Brit. bgo.	496	April 27	Chinese		
Wandering Jew	3	Nichols	Amer. sch.	1050	Sept. 17	Captain		
Her Britannic Majesty's Ships on the China Station.								
Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.		
Adelus	twin-screw cruiser 2nd class	3600	21	7000	Captain Robert L. Groomes	Singapore		
Absurity	torpedo-veloc.	1707	12	3150	Captain Edward G. de Lisle	Chamulopu		
Archer	cruiser 3rd class	1779	16	2200	Captain C. E. Kingwell	Shanghai		
Centurion*	twin-screw battle ship	10,500	41	13,000	Captain Spencer H. Logue	Nagasaki		
Daphne	stop.	1149	16	1490	Captain C. G. Galloway	Shanghai		
Elgar	twin-screw cruiser 1st class	7350	36	10,000	Captain William H. Henderson	Yokohama		
Esk	g-h. twin-screw coast defence	363	9	340	Lt.-Cdr. W. P. Barton	Hankow		
Firbrand	g-h. twin-screw coast defence	455	6	460	Captain C. G. Vernon Mand	Hankow		
Humber	torpedo-veloc.	160	8	800	Captain F. W. Wyke	Hongkong		
Immortalis	armoured cruiser	5000	34	8000	Captain Edward Schuster	Formosa		
Limut	gun-veloc 2nd class	756	8	1050	Captain R. C. Sparkes	Tientsin		
Narcissus	armoured cruiser	6500	34	8000	Captain H. E. Lane	Chemulpo		
Peacock	gunboat 1st class	759	10	1200	Lieut.-Com. H. J. D. Larsson	Hongkong		
Pigmy	gunboat 1st class	735	10	1200	Lieut.-Com. Henry Adair	Amoy		
Pique	gunboat 1st class	3600	21	7000	Captain H. P. Biggs	Chamulopu		
Plover	gunboat 1st class	755	10	1200	Captain Sir James V. de Horsey	Hongkong		
Porpoise	gunboat 1st class	1770	16	2330	Captain R. E. Pelly	Fusau		
Rathbone	gunboat 1st class	3600	21	7000	Captain Wm. C. C. Forsyth	Nagasaki		
Rattler	gunboat 1st class	110	10	1200	Lieut.-Com. Hugh Cutsworth	Kloon Dock		
Redpole	gunboat 1st class	805	10	1200	Lieut.-Com. E. H. Grafton	Hankow		
Spur	gun-veloc 2nd class	736	8	1010	Captain Alfred L. Winslow	Yokohama		
Turret	ox-transport	2047	—	—	Captain Commander K. K. McAlpine	Hongkong		
Undeputed	g-h. 3rd class coast defence	363	2	340	Captain John S. Halifax	Lahuan		
Victor Emanuel	armoured cruiser	5600	34	8600	Captain John S. Halifax	Hongkong		
Waver	recruising ship	6157	14	—	Captain John S. Halifax	Kloon Dock		
Torpedo Boats in Reserve Nos. 8, 23, 35, 36, 37 and 38, first class; and 3 second class boats.								
* Flagship of Vice-Admiral Buler, C.B.								
Foreign Men-of-war on the China and Japan								

Intimations.

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Bank of China, Limited	39,850	5	5 1/2	nom.
preference shares				
ordinary	199,375	5	8 1/2	2 nom.
deferred	1,250	12	12	buyers
National Bank of China, Limited	2	10 1/2	8 10	\$300 sellers
MARINE INSURANCES.				
Guangzhou Insurance Co., Ltd.	10,000	50	200	sellers
China Traders' Insurance Co., Ltd.	24,000	50	230	sellers and buyers
North-China Insurance Co., Ltd.	5,000	100	50	18,203, buyers
Strata Insurance Co., Ltd.	30,000	100	50	26,281, buyers
Union Insurance Society, Ltd.	10,000	200	50	215, sales and buyers
Yangtze Insurance Association, Ltd.	8,000	100	50	\$150
MIL INSURANCES.				
China Fire Insurance Co., Ltd.	20,000	50	204	sellers and buyers
Hongkong Fire Insurance Co., Ltd.	8,000	250	50	335, sales and sellers
DOORS.				
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Douglas Steel Co., Limited	20,000	50	50	34, sales
HK. & M. Steamboat Co., Ltd.	80,000	15	15	15,333, sales and sellers
Indo-China S. N. Company, Limited	60,000	10	50	65, buyers
China Mutual S. N. Co.	20,000	2	10	10 1/2, 25.6, sales and buyers
Do. (now issue).	20,000	2	10	5 1/2, 17.10
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